

**TOP SECRET**



25X1

**IDEA 2800-65**

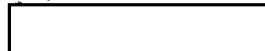
**Copy 5**

**3 December 1965**

**MEMORANDUM FOR: Chief, Programs Staff, OSA**

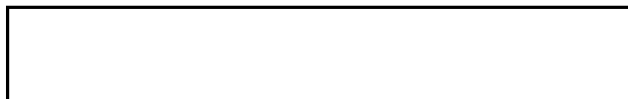
**SUBJECT: IDEALIST Operational Summary  
and Status (November 1965)**

**REFERENCE: Memorandum from D/SA to D/FA/OSA  
and D/TECH; dated 26 May 1965;  
Subject: OSA Monthly Report to  
DD/HQT and Program B Quarterly  
Review Report to the D/HRO**



25X1A

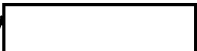
**Attached is the IDEALIST Operational Summary and  
Status report for the month of November 1965.**



25X1A

**/ Lt. Colonel USAF  
Deputy for Field Activities, OSA**

**Attachment - 1  
As stated above**

**IDEA/OSA/**  **sea (3 Dec 65)**

**Distribution:**

- #1 - C/PS/OSA**
- #2 - D/FA/OSA**
- #3 - PLANS/OSA**
- #4 - IDEA/OSA**
- #5 - RB/OSA**
- #6 - Holdback**

**TOP SECRET**

25X1

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

TOP SECRET

25X1

IDEA 2800-65  
Attachment 1

IDEALIST

OPERATIONAL SUMMARY AND STATUS

I. General Summary

A. The following tabulation is a resume of Agency U-2 reconnaissance flights for the month of November 1965:

<u>DATE</u>	<u>AREA</u>	<u>MISSION NUMBER</u>
7 November 1965	Cambodia	8025A
8 November 1965	South China	C565C
14 November 1965	South China	C575C
23 November 1965	South China	C595C
28 November 1965	South China	C605C

B. Mission C575C air aborted after being airborne for one hour and thirty minutes. Reason for abort was a malfunctioning [REDACTED]

C. Missions C575C and C595C were round-robin missions flown out of [REDACTED]

D. Mission 8025A over Cambodia was the second operational overflight in 1965 by [REDACTED]

E. Photographic coverage of Thailand was accomplished on the following days; [REDACTED]

TOP SECRET

25X1

**TOP SECRET**

25X1

**IDEA 2800-63  
Attachment 1  
Page 2**

**3 November 1965**

**4 November 1965**

**8 November 1965**

**9 November 1965**

**14 November 1965**

**15 November 1965**

Coverage of Thailand was 75% to 80% completed before the detachment was deactivated.

25X1A

F. Article 372 was ferried from [ ] 16 November. Article 389 was boxed and returned to Lockheed.

G. The Accident Investigation Board found the following as the probable cause in the accident of Article 352: "Upset of the aircraft due to an erroneous input into the auto-pilot as a result of failure of a gyro-amplifier signal circuit or an erroneous input from the controller assembly or air speed system. This led to a sudden or initially unnoticed attitude change accompanied by rapid acceleration and mach tuck from which the pilot could not recover. Timeliness of recovery action was probably affected adversely by cockpit bookkeeping duties."

H. The [ ] operation at [ ] was terminated and the majority of personnel returned to home station on 24 and 25 November. Thirteen [ ] personnel remained at [ ] temporarily to complete unfinished projects.

25X1C

25X1A

25X1A

## **II. Product Improvement**

A. One U-2 (Article 372) was painted with the new black

**TOP SECRET**


25X1

**TOP SECRET**




25X1

**IDEA 2800-65  
Attachment 1  
Page 3**

paint prior to its being ferried to  During air-borne testing at Edwards of this paint scheme on other Articles, color photographs were made at various altitudes for comparison studies. Results continued to be most favorable. Refinements were made to maintenance techniques affecting washing of aircraft, protective foot wear for maintenance personnel, and protective coverings for the aircraft.

25X1C

B. Flight testing of the new Perkins Elmer Lightweight Tracker Camera was completed. Results of the last two missions were excellent.

C. Lockheed tested the droppable fuel tanks using a pylon attach clevis configuration designed to provide a system that will improve life of the hooks. Article 372 had capability for drop tank utilization incorporated prior to its departure for  This Article flew maximum altitude profiles with drop tanks on 17 and 18 November.

25X1C

D. AT-400 testing continued under environmental and operational parameters. During latter portion of the testing, the equipment had to be returned to the contractor for correction of squelch circuit problems.

E. Several test flights were performed with Article 349 using the J75-13B engine. Testing included the following:

1. General shakedown of the engine, aircraft and the instrumentation was conducted.
2. Flights with light and heavy fuel loads.
3. Evaluation of idle descents with and without the compressor bleed valves operating.
4. Use of J-57 valves.

  
**TOP SECRET**

25X1

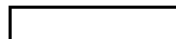
**TOP SECRET**



25X1

**IDEA 2800-65**  
**Attachment 1**  
**Page 4**

**Testing continued to demonstrate that the compressor bleed valves must be opened prior to starting an idle descent. Further evaluation was made of "Mach Buffet" during maximum altitude cruise climb.**



**TOP SECRET**

25X1